

1961

Comprehensive City Plan, Fernandina Beach, Florida, 1961, Volume One

George W. Simons Jr.

Follow this and additional works at: <https://digitalcommons.unf.edu/simonsflorida>

Recommended Citation

Comprehensive City Plan, Fernandina Beach, Florida, 1961, Volume One. 1961. George W. Simons, Jr. Planning Collection. University of North Florida, Thomas G. Carpenter Library Special Collections and Archives. UNF Digital Commons, <https://digitalcommons.unf.edu/simonsflorida/1/>

This Article is brought to you for free and open access by the George W. Simons, Jr. Publications and Printed Materials at UNF Digital Commons. It has been accepted for inclusion in City and Regional Planning—Florida by an authorized administrator of UNF Digital Commons. For more information, please contact [Digital Projects](#).

© 1961 All Rights Reserved

OFFICE

**COMPREHENSIVE
CITY PLAN
FERNANDINA BEACH, FLORIDA**

1961

VOLUME ONE

**HISTORICAL BACKGROUND
ECONOMIC AND POPULATION BASE STUDIES
LAND USE ANALYSIS
LAND USE PLAN
MAJOR STREET PLAN**



COMPREHENSIVE
CITY PLAN
FERNANDINA BEACH, FLORIDA

Prepared by
George W. Simons, Jr.
Planning Consultant
Jacksonville, Florida

For and under General Direction of the Florida Development Commission and in collaboration with the Advisory Planning Board of Fernandina Beach, Florida.

The preparation of this report was financed in part through an Urban Planning Grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended.

COMPREHENSIVE
CITY PLAN
FERNANDINA BEACH, FLORIDA
1961

City Commission

E. J. Smith, Mayor
E. J. Johnson, Jr. T. H. Goolsby
Ben Sorensen John Tiliakos

Russell H. Nahm - City Manager

Members Planning Commission

Harold Belcher, Chairman
C. Lamar Perdue Robert Ferreira
Ralph Kear L. L. Bohannon

I N D E X

<u>Chapter</u>		<u>Page</u>
	PREFACE	1-3
I	HISTORICAL	4-6
II	POPULATION - GROWTH - ECONOMY	7-23
	Growth by Annexation	8
	Population Growth	9
	Population Characteristics	10
	Age Grouping	11
	Occupational and Income Status	11-14
	Nassau County Growth	14-15
	Fernandina As a Regional Component	15-20
	Future Growth Potential	20-23
III	LAND USES	24-32
	Existing Land Uses	25-29
	General Land Use Plan	30-32
IV	MAJOR STREET PLAN	33-43

MAPS AND ILLUSTRATIONS

<u>FIGURE</u>		<u>PAGE</u>
1	CORPORATE GROWTH BY SUCCESSIVE ANNEXATIONS	8
2	POPULATION GROWTH AND AGE CHARACTERISTICS	9
3	FERNANDINA BEACH REGIONAL MAP	19
4	LAND PLATTING PATTERN OF 1857	25
5	EXISTING LAND USES	25A
6	LAND USE PLAN	32
7	TRAFFIC FLOW DIAGRAM	35
8	MAJOR STREET PLAN	38
9	SUGGESTED STREET CROSS-SECTIONS	43

WHY PLAN?

A plan is a guide. It portrays how something should be done. A housewife, dreaming about her new home, plans its various rooms and facilities. The owner of a business enterprise plans for its future expansion and the industrialist, contemplating the new plant devotes much thought to its size and arrangement. Even the father of a family plans his estate. Planning therefore is not some visionary, mystical process but instead, it is the application of practical, orderly thinking to provide for the needs of the future in the most effective, economical and efficient manner.

City Planning is not something new. Archeologists have discovered that ancient communities when unearthed, revealed plans. In medieval times cities were planned for defense purposes within walls and around a central plaza. And within modern times, the principles of planning have been widely applied. In early America, General Oglethorpe laid out the nucleus of a plan at Savannah, Georgia; Isaiah Hart laid out the basic pattern of Jacksonville and John Jackson, surveyor, drew the first street pattern for Tampa. General Washington, aided by the French engineer, L'Enfant, defined the plan of the great capitol city. "Old Town" had a plan (See Frontispiece) more than 100 years ago and the city of 1824 likewise had a plan. In more recent times hundreds of cities throughout America have engaged in planning activities of a diverse nature to keep abreast of growth and the demands of their citizens for needed community facilities. So in reality, the art or science of planning is old.

Unfortunately most of the basic plans of cities were delineated years ago when the nation was predominantly agricultural and rural. Railroads were the principal means of transportation, even between communities only ten or twenty miles apart. Animals were not only the beasts of burden in the fields but transported people and goods within the community but only a few people could

afford the horse and carriage. People generally were obliged to live close together near their work. Interurban roads were scarce and those existing were poor. Within the cities, roadway improvements were meager. The problems of traffic congestion, parking and commercial decentralization were then unknown; problems were then comparatively simple and plans to meet them were considerably restricted in scope. The city limit line in those earlier days had a meaning; beyond it there was no urban fringe of development and the automobile was not yet a factor to revolutionize the serenity of living.

The advent of the automobile marked the beginning of a new era in city building and rebuilding. It afforded people their first opportunity to break away from the closely built up areas of dwellings and get into the more open spaces. County, state and coordinated interstate highways began to appear and the transition from a rural to an urban composition set in. Today nearly two-thirds of the American people live in towns or cities. With these new technological developments, new demands confronted government to provide new and varied services. Planning for the new era became an established fact and function of government at its several levels.

So today, faced with innumerable and often complex problems, the officials of our cities are diligently looking ahead and planning. How can the lands of the city be used to their best advantage and still preserve values and the tax base? How can the street system be planned to distribute more efficiently the increasing volumes of traffic and thereby minimize congestion and hazard? What plans can be provided to store or park automobiles within the central business district and elsewhere and thereby preserve the integrity and value of commercial areas? What area provisions should be made for parks and recreation facilities to meet the increasing demands of old as well as young people? What additional

utilities will be required, and, with the increasing complexity of the governmental structure, what added space for administration purposes will be required? These are but a few of the many problems constantly staring the municipal officials in the face - and their solution depends on sound and effective planning.

The City Commission of Fernandina Beach anticipates a new era of growth and diversified development. They do not believe in a status quo condition. So, because of their faith in the community and its future, they are anticipating basic needs and making plans to provide them.

Their plans however will not consist of a rigid, unchangeable framework. They will initially establish a guide, sufficiently flexible to yield to changes that may arise. In recognition of this principle, their planning becomes a continuing function of their government. Plans must be kept alive and alert to avoid stagnation and this can be done only by the support of an intelligent, enthusiastic citizenship participation. The officials of the city are limited to the extent and scope of their powers or authorities, but citizenship support and interest is unlimited. Citizens can get behind the government and through their interest and encouragement get the essential laws that will enable the elected government to make the city the kind of a place they want it to be.

"If you want to live in the kind of a town
That's the kind of a town you like,
You needn't slip your clothes in a grip
And start on a long, long hike.

"You'll find elsewhere what you left behind,
For there's nothing that's really new.
It's a knock at yourself when you knock your town
It isn't your town - it's you.

"Real towns are not made by men afraid
Least somebody else gets ahead.
When everybody works and nobody shirks
You can raise a town from the dead.

"And if while you make your stake
Your neighbor can make one, too,
Your town will be what you want to see,
It isn't the town - it's you."

CHAPTER I.

HISTORICAL

Few localities in the United States have a more fascinating, colorful and exciting historical background than Fernandina Beach. From those days of May 1562 when the French cast anchor in the St. Marys River until the present, Fernandina Beach has ruled as the majestic Queen over the domain of Amelia Island and Cumberland Sound. In those 400 years Fernandina Beach has experienced periods of pirating, devastating war and epidemics, yet through it all she has emerged with her head up at the threshold of a new era of growth. And too, in those four centuries she has lived under eight flags, six of which were French, Spanish, British, Mexican, American and Confederate.

The first settlement of any consequences grew up behind the walls of the Spanish fort, San Fernando, built in 1686, only a few years after Fort Marion at St. Augustine. This settlement was called "Old Town". About 125 years later (1811) the Spanish replatted the town because of the impending growth at the time; this operation resulted in a plan for "Old Town". To those who moved their houses to conform to the platted plan received a lot or a half lot adjacent to their property as a reward. (See Frontispiece). It is believed that the name Fernandina came from the old fort of 1686.

Through the centuries many interesting and adventurous individuals contributed to the production of the Fernandina story. Jean Ribault, the intrepid Frenchman, was the first. Later came the Englishman, Oglethorpe, who founded Savannah. John McIntosh and Gregor MacGregor were soldiers of fortune of the buccaneer type. Still later there were Colonel Dilworth, the naturalist, William Bartram, Martha Reid and Senator Yulee. All these individuals and many others left their marks on the city.

Nassau County was created in 1824 with Fernandina Beach as its county seat. The town was incorporated that same year and an initial plan of it prepared. At

that time the town site was sparsely settled; no post office had been established and mail was being brought across the Sound from St. Marys, Georgia.

In 1844 General Duncan Lamont Clinch visited on Fort George Island at the mouth of the St. Johns River. The General became such a figure of public interest that the new fort begun in 1850 was given his name. Fort Clinch, located at the north end of Amelia Island on a reservation of some 420 acres, is now owned and operated by the Florida Park Service and annually is visited by thousands of visitors.

In 1853 a boom broke loose in Fernandina. Word came that Fernandina was to become the eastern terminus of the first cross-state railroad extending from Cedar Keys on the Gulf to Fernandina. Steamer service was already operating between Fernandina and Savannah and Charleston. Fernandina would now become the big sea port! Within seven years the population increased to nearly 1400 persons. Just as the railroad was completed the war between the States broke out.

The war delayed the great anticipated growth. Confederates under Colonel W. S. Dilworth occupied Fort Clinch. About to be attacked from the ocean Colonel Dilworth was ordered to evacuate the fort and dynamite the railroad bridge. Federal Troops occupied Fernandina quartered in the Presbyterian Church, which still stands. An outstanding figure who emerged from the occupation of Fernandina was Martha Reid, who did yeoman service among the people; her husband later became Governor of Florida.

At the close of the war the people prepared to rebuild. The county seat was reestablished. Wharves, shops and warehouses had been destroyed. Only four locomotives, nine box cars and two passenger cars of the railroad remained and much of the rail between Baldwin and Fernandina had been taken up. In 1865 the rail-

road lost \$40,000 and its president, Senator Yulee, was a political prisoner and in 1866 the railroad was sold. It is now a part of the Seaboard Air Line Railroad. In 1870 Fernandina had 1722 persons.

Before the 1870's closed the economic future of Fernandina seemed to brighten. This time a canal between the Gulf and Ocean was being promoted. A fashionable school for girls was established. The Florida Railroad built the elite Egmont Hotel in 1877. But again progress was halted.

Two yellow fever epidemics hit the community. But notwithstanding the reverses work was started on the jetty in 1880 to improve the harbor. Then soon after the last yellow fever epidemic came the war with Spain. In 1898, Fort Clinch was completed for occupancy and 10,000 troops camped in the vicinity, Fernandina now began to assume its position as a leading port, exporting cotton, lumber, naval stores and phosphate.

About 1913 - 17 the shrimp and oyster business was particularly good and canneries for both operated here and later fertilizer from fish. A phosphate elevator was constructed in conjunction with an Ocala operation and by now the population reached 3434.

But the crowning achievements to cap the record of four centuries were the erection of Fernandina in 1936 and 1939 plants of the Container Corporation and Rayonier. These two plants stabilize the economy of Fernandina and have contributed substantially to its growth.

Thus, a town was born that grew to a city. Its record through the centuries has been an inspiring one. Today it faces another four centuries and the men and women who guide and lead have the same indomitable courage and foresight as those who preceeded them.

CHAPTER II.

POPULATION - AREA GROWTH - ECONOMY CORPORATE GROWTH

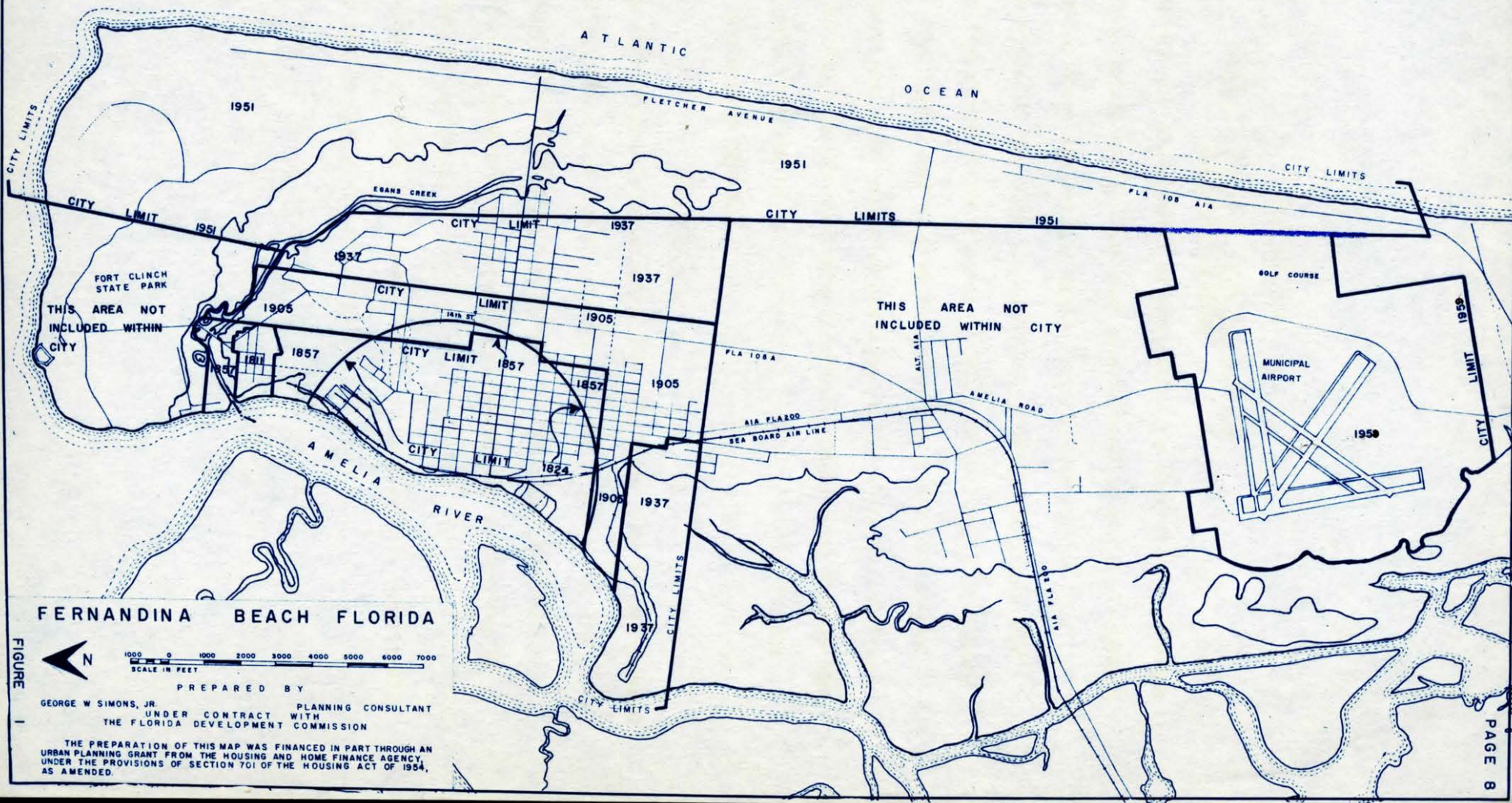
Figure 1 illustrates the area growth of Fernandina by successive corporate expansions. The section known as Old Town was incorporated in 1811. In 1824 a second area, circular in shape was defined which comprehended most of the currently built up sections of the city. In 1856 the areas of 1811 and 1857 were consolidated and the corporate area squared off. In 1905 the limits were extended eastward to 15th Street and to Lime Street on the south and subsequently in 1937 the area was again extended eastward to the range line between R-38-E and R-29-E. In 1951 a major corporate expansion was made to include the beach area and the city's name changed to Fernandina Beach. In 1959 the Air Port and Golf Course areas were added.

POPULATION

Fernandina Beach (then Fernandina) appeared for the first time in the Federal Census of 1890 with a population of 2,803 persons. Ten years later, at the beginning of the century, the population was 3,245. Between 1890 and 1910 a relatively small population increase was experienced but in the succeeding 20 years it declined about 15 per cent.

The growth of Fernandina Beach and Nassau County since 1890 are graphically shown in Figure 2 and of Fernandina Beach in Table I.

CORPORATE GROWTH BY SUCCESSIVE ANNEXATIONS



POPULATION GROWTH

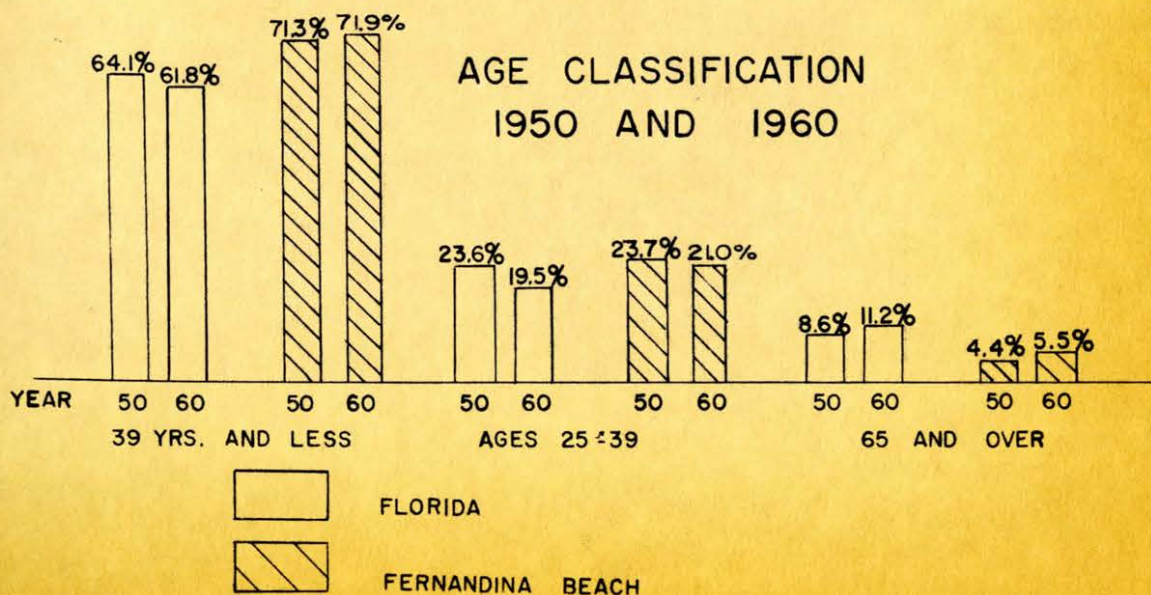
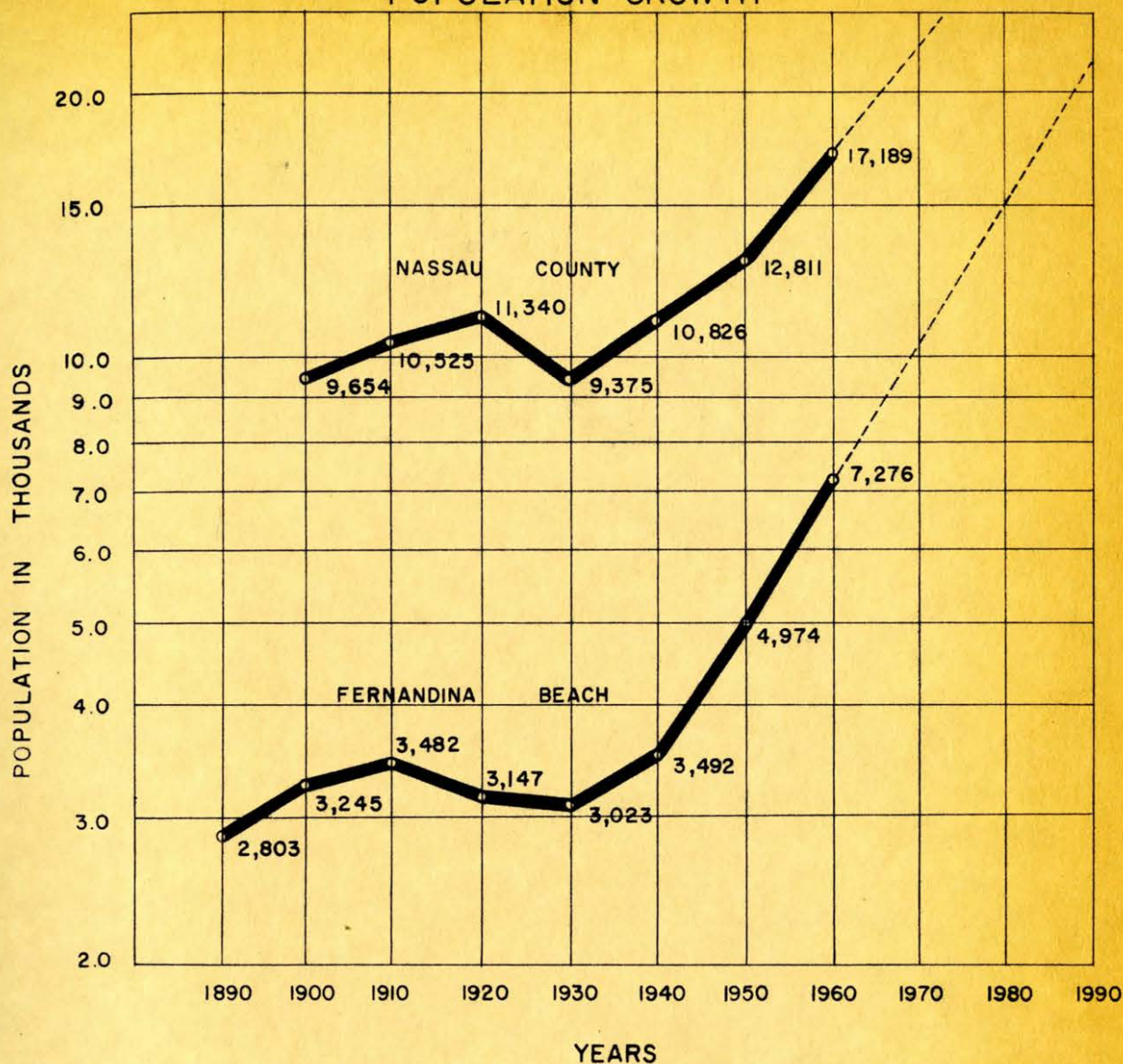


FIGURE 2

TABLE I.POPULATION GROWTH OF FERNANDINA BEACH, 1890-1960

<u>Year</u>	<u>Population</u>	<u>Increase</u>	
		<u>Number</u>	<u>Per Cent</u>
1890	2803		
1900	3245	442	15.7
1910	3482	237	7.3
1920	3147	-335	- 9.6
1930	3023	-124	- 4.0
1940	3492	469	15.5
1950	4974	1482	42.5
1960	7276	2302	46.3

POPULATION CHARACTERISTICS

In the absence of final 1960 census data it is still necessary to refer to figures from the 1950 census for such information as sex and racial composition and age classification.

Historical data contribute information of considerable value in shaping a picture of population characteristics. Table II shows that during a period of greatest growth the white population increased 66 per cent and the non-white 26 per cent but the ratio of non-white population to the white population approximated 49.0, 40.5 and 42.3 per cent for the years 1930, 1940 and 1950, respectively. The reduction from 49.0 per cent in 1930 to 42.3 per cent in 1950 is noteworthy, pointing toward a greater influx of whites in the recent years of growth.

Table II also reveals that females outnumber the males, but notwithstanding during the past 30 years the percentage of females in the population has approximated 52 per cent.

TABLE II.

RELATION BETWEEN MALES AND FEMALES
WHITE AND NON-WHITE

<u>Year</u>	<u>Population</u>	<u>Males</u>	<u>Females</u>	<u>Non-White</u>	<u>White</u>	<u>Per Cent Non-White</u>
1930	3,023	1,448	1,575	1,484	1,539	49.0
1940	3,492	1,691	1,801	1,414	2,078	40.5
1950	4,420	2,108	2,312	1,866	2,554	42.3
1960	7,276					

AGE GROUPING

Whereas in Florida in 1950, 64.1 per cent of the population were ages 39 or less, 23.6 per cent in the age group 25 - 39 years and 8.6 per cent were 65 years of age and older, in Fernandina Beach for the same period 71.3 per cent were ages 39 or less, 23.7 per cent were in the age group 25-39 years and only 4.4 per cent 65 years and over. (Figure 2). These data disclose that the population of Fernandina Beach falls definitely within the range of the most productive years with comparatively few people coming within the older age or retirement group. The 1960 census may show some change in this age grouping but it will not be great. The industrial, servicing and professional population will still come within the range of the productive age groups but the percentage of retirees may be increased.

OCCUPATIONAL AND INCOME STATUS

Although data included in Table III relates specifically to the division of labor in Nassau County, it does reflect the occupational status of the population of Fernandina Beach because of the predominance of manufacturing in that portion of Nassau County. The western part of Nassau County with some naval stores operations but with nothing comparable to the paper and allied products industry located in the Fernandina Beach area. Of all those employed in establishments of 4 or more employees in 1957, 65 per cent were employed in manufacturing establishments and of those so employed, 85 per cent were employed in the manufacture of

Paper and Allied Products. In the early part of 1961, a survey of Fernandina Beach revealed that some 1,200 workers were employed in Paper and Allied Products industry, there were many others engaged in the enterprises of trade, servicing and other occupations, i. e. retail trade, banking, government (local, county and federal), personal and professional services.

TABLE III.

NASSAU COUNTY EMPLOYMENT BY INDUSTRY FOR ESTABLISHMENTS
COVERED BY THE FLORIDA STATE UNEMPLOYMENT COMPENSATION ACT

	Establishments of 4 or more employees - average month	
	<u>1957</u>	<u>1958</u>
Total for all Industries	3,180	2,994
Agriculture, Forestry, Fishing	236	144
Construction	19	---
<u>Manufacturing</u>	2,064	2,032
Lumber & Wood Products	45	97
Paper & Allied Products	1,731	1,763
Chemical Products	213	---
Other	75	23
Food and Kindred Products		149
Wholesale Trade	146	93
Retail Trade	435	484
General Merchandise	38	44
Food and Liquor Stores	65	62
Eating and Drinking	175	163
Other	157	72
Service Industries	165	91
Other non-manufacturing	115	150

INCOME STATUS

Table IV indicates that neither Fernandina Beach nor Nassau County are in the relatively high income areas as judged by data from the 1950 census. Whereas, 39 per cent of the families and unrelated individuals of the United States had 1950 incomes of less than \$2,500, in Urban Florida and Fernandina Beach the percentages in this income range were 57.0 and 47.7 per cent, respectively.

32.8 per cent of the families and unrelated individuals had incomes between \$2,500 and \$5,000; for Urban Florida and the United States the percentage in this group was 29.8 and 36.4 per cent, respectively. Whereas, 13.3 per cent of the families and unrelated individuals of Urban Florida had incomes over 5,000, in Fernandina Beach this percentage was 9.4 and for the United States, 18.3 per cent.

These income data are primarily informative. Incomes generally have increased since 1950 but proportionately by categories they differ little. The per capita income of Nassau County increased about 50 per cent from 1950 to 1958 (Table V); in Duval County the increase was less than 40 per cent and for Florida as a whole, 43 per cent.

TABLE IV.

INCOME OF FAMILIES AND UNRELATED INDIVIDUALS
FERNANDINA, NASSAU COUNTY, URBAN FLORIDA, UNITED STATES
(In percentages)
(1950)

<u>Income</u>	<u>Fernandina Beach</u>	<u>Urban Florida</u>	<u>Nassau County</u>	<u>United States</u>
Less than \$500	11.3	14.5	13.0	10.9
500 - 1499	15.7	22.2	23.9	13.1
1500 - 2499	20.7	20.3	20.2	15.0
2500 - 3499	20.3	16.1	14.4	18.2
3500 - 4499	10.2	10.5	9.4	13.7
4500 - 4999	2.3	3.2	2.8	4.5
5000 - 6999	7.8	7.6	5.7	10.9
7000 and over	1.6	5.7	2.9	7.4

TABLE V.

PERSONAL INCOME PER CAPITA

	<u>Florida</u>	<u>Nassau County</u>	<u>Duval County</u>
1950	1,314	995	1,565
1954	1,534	1,252	1,869
1956	1,774	1,398	2,121
1958	1,878	1,488	2,176

TABLE VI.

PER CENT DISTRIBUTION - MAJOR INDUSTRIAL SOURCES
PERSONAL INCOME FROM "ECONOMIC LEAFLETS" MARCH 1960
 (For year 1958 in thousands of dollars)

	<u>Florida</u>	<u>Duval County</u>	<u>Nassau County</u>
Total	\$6,147,300	\$679,509	\$18,851
<u>Extractive, Processing</u>			
<u>Fabrication</u>			
Agriculture, Forestry	6.9%	0.7%	4.1%
Mining, Fishing	0.9%	0.2%	1.9%
Manufacturing	12.5%	13.0%	55.5%
Construction	11.8%	9.3%	2.6%
<u>Trades, Services and Related</u>			
<u>Industries</u>			
Transportation, Communications			
Utilities	8.1%	9.4%	5.5%
Finance, Real Estate, Insurance	7.2%	10.4%	1.5%
Retail and Wholesale Trades	23.6%	28.1%	11.9%
Service Trades, Professions	16.0%	13.3%	4.8%
<u>Government</u>	12.7%	15.6%	11.7%
<u>Unclassified</u>	0.3%	-----	0.5%

Table VI reflects the percentage of personal income by major industrial sources as of 1958 for the State of Florida, Duval and Nassau County. The relative importance of Manufacturing and Fisheries is here emphasized. The per cent of personal income derived from Manufacturing in Nassau County is considerably greater than it is for the State or the neighboring Duval County.

NASSAU COUNTY GROWTH

Although Fernandina Beach is located in the extreme northeast corner of Nassau County, it is the county seat. The shape of Nassau County and the routes of the highways traversing it are such that its western portion is more responsive to the economy of Jacksonville than it is to that of Fernandina Beach. (Figure 3) The Seaboard Railroad, Jacksonville to Savannah, divides the county into two distinctly different economic divisions, the western portion of which is

identified principally with agriculture, naval stores, dairying, stock raising, and poultry farming. The eastern portion on the other hand is significantly identified with fishing, manufacturing, recreation and tourism.

Nassau County, especially the region around Fernandina Beach, produces little or no field or truck crops. Only about 17 per cent of the land in the county is in farm land*. 89 per cent of the county is in merchantable forest and pulpwood is the most important timber product. More than 70 per cent of the wholesale value of Florida forest products comes from pulpwood. Florida produced in 1955 more than 1.8 millions cords of pulpwood of which 73,066 cords were produced in Nassau County.

The Fernandina Beach portion of Nassau County is especially productive of fish. Whereas, Florida produced 174 million fish, in 1955, Nassau County produced of this nearly 40 million or 20 per cent. Fernandina Beach produced nearly 2.0 million pounds of shrimp valued at one half million dollars in 1955 and 36 million pounds of menhaden for fertilizer processing purposes.

From 1900 to 1930, Nassau County experienced little growth (Figure 1), but since 1930 its growth has followed the same general trend as that of Fernandina Beach. Whereas Fernandina experienced a population increase of 140 per cent between 1940 and 1960, the County exclusive of Fernandina Beach experienced an increase of only 55 per cent.

The Fernandina Census Division comprising Amelia Island, exclusive of the City of Fernandina Beach, had a 1960 population of 1,698. Eleven miles to the west is Yulee with a population of 2,451.

FERNANDINA BEACH AS A REGIONAL COMPONENT

In contemplating the future potential of Fernandina Beach, its relative position within the orbit of the Metropolitan Area of Jacksonville should be explored. What affect will the growth, development and economy of the region

*U. S. Department of Agriculture

have upon the growth, development and economy of Fernandina Beach?

For many years Jacksonville has been Fernandina Beach's big city. The relationship between the two cities has always been good; in the years ahead, it should be even more meaningful. Jacksonville will be the major trading and servicing center and increasingly, it will become a cultural and recreation center for a wide area including Fernandina Beach. Currently, the urban area of Jacksonville is penetrated within less than 25 miles of Fernandina Beach. The northern terminus of the Jacksonville Expressway at the Imeson Municipal Air Port has brought down town Jacksonville ten to fifteen minutes travelling time nearer to Fernandina Beach than formerly. As this urban area expands northerly, its northern rim will approach closer to and become more identified with Fernandina Beach.

The Jacksonville Metropolitan Area not only comprehends the expanding development of Jacksonville but also the development of the beaches, the lands in between and lands extending into St. Johns, Clay and Nassau Counties. The Mayport Carrier base is one of the major naval operations on the Atlantic Coast. Although contributing primarily to the development of beach communities in Duval County, the effect of this Base will extend northward into the Talbot and Amelia Island areas and Fernandina Beach only 19 miles distant.

Obviously what improves and enhances this northeast section of Florida will be reflected to a considerable degree in the growth and economy of Fernandina Beach. As a region is more intensively populated and industrialized, more homeseekers and transients will be attracted to the Nassau County waters and beaches for fishing, relaxation and recreation. And too, small industry seeking sites of good working conditions and good living yet sites not too far removed from the teeming urban center will find satisfaction here.

Whenever the Sunshine Parkway is extended northward, it is not unlikely that it will traverse a route parallel to and near U. S. 17 at Yulee. Route 95 of the Interstate system is also routed this way.

THE ECONOMY OF FERNANDINA BEACH

The economy of Fernandina Beach is the sum total of those economic activities within the city and its effective trade area that contribute income and subsistence to the people and determines the size, growth, character and importance of the city. There are such basic activities as manufacturing and fishing that export products beyond the area yet provide a ready market for merchandise, products and services. Other components in the local economic structure are retail stores and shops, professional and other services, government activities and tourism with its allied enterprises. These activities in the aggregate constitute the economic structure of Fernandina Beach, contributing to its welfare and prosperity.

The degree to which the various economic activities can be expanded and supplemented by new enterprises will determine the amount and kind of employment needed, the population that can be anticipated, the qualifications of the workers, the area required for growth and the kind of plant needed to accommodate the people - houses, utilities, recreation facilities, schools and other facilities.

LOCATION

Geographically, Fernandina Beach, located on the northern tip of Amelia Island is isolated from the upland country to the west by a wide band of marshland extending from the St. Mary's River on the north to Nassau Sound on the south through which a number of meandering streams flow, the more important of which are Amelia River, Kingsley Creek, South Amelia River. Through this area the Intracoastal Waterway is also routed.

From Nassau Sound, about 11 miles south of Fernandina Beach, westerly is another broad band of marsh land through which the Nassau River flows, the mid-line of which is the Duval-Nassau County line. A third band of marsh land includes the St. Marys River from the West, which forms the Georgia-Florida line.

These broad banks of marsh land preclude development of any kind in the immediate Fernandina area except to the south on Amelia Island and to the west across the marsh land toward Yulee some 11 miles distant.

Figure 3 shows the location of Fernandina Beach in relation to the various highways, water ways and the uplands to the west. The city is accessible by highway (A-1-A) from Yulee where connection is made with U. S. 17 for Jacksonville on the south and Georgia points on the north. A branch of the Seaboard Air Line Railroad extends from the main line at Yulee to serve the industrial and other businesses. Highway A-1-A from Yulee known as the Buccaneer Trail continues south on Amelia Island to Talbot Island and thence across the St. Johns River at Pilot town into Mayport and the Duval County beaches.

TRADE AREA

Fernandina Beach is geographically isolated from the west as shown by Figure 3. Because of this, its trade area is very limited, being accessible to the city by one highway from the west and one from the south. Yulee is the western limit of the trade area which also includes Amelia Island to the south. As one moves away from this, the Jacksonville trade area is quickly encountered.

ECONOMIC ACTIVITIES

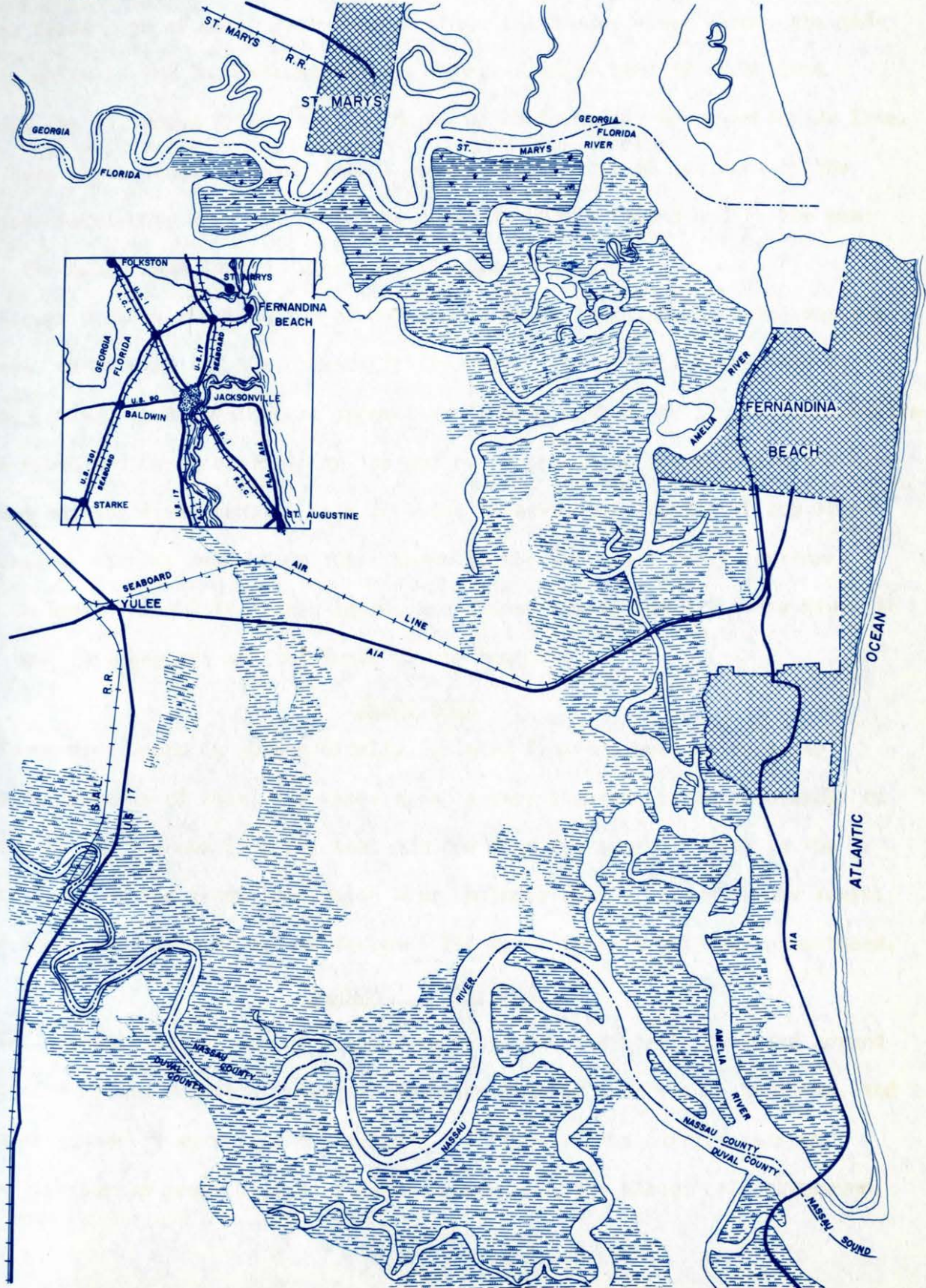
The economic activities of Fernandina Beach are definitely centered around the Paper & Allied Products industry, Menhaden fishing with its by products, and the usual community servicing enterprises. A facet of the current economy however is tourism predicated to a large degree upon the historical background.



SCALE: APPROXIMATE 1" = 1 MILE

REGIONAL MAP

FERNANDINA BEACH



The historical heritage of Fernandina Beach as related in Chapter 1 is rich and in the future will become increasingly important. The people of the nation, in their travels, are more conscious of historical monuments than formerly; they travel far to seek out the many points of interest. This historical consciousness together with the nomadic instincts of the people, generally will enhance the business of tourism since 75 per cent of the tourists travel by automobile. Table VII illustrates that nearly 300,000 people visited Fort Clinch in the year 1959-60, which was nearly five times more than the number visiting the fort ten years earlier (49-50). Tourism conservatively brings more than one million dollars per year into Fernandina Beach.

The construction of an Interstate bridge between St. Marys, Georgia and Fernandina Beach will contribute to and accelerate tourism, population growth and the economy of the area. This subject has been a subject of discussion in both Georgia and Florida; when it eventually materializes it will be a great boom to the Fernandina Beach area and the whole of Amelia and Talbot Islands.

Fernandina Beach has always been popular as a beach resort but within recent years this popularity has grown. Many people from Georgia and other states and people from Jacksonville have built homes on the beach. Now that a golf course and an Air Port have been constructed adjacent to the beach this region will appeal increasingly to transients and home seekers.

Some areas of Amelia Island soil are impregnated with Titanium. Already more than 3,000 acres have been purchased for mining. Although this operation will not contribute too greatly to the population it will contribute to the diversification of the economy pattern.

FUTURE GROWTH POTENTIAL

For most of its life time Fernandina Beach has been identified principally with the sea-transportation and fishing. Today two additional factors are con-

TABLE VII.

ATTENDANCE FIGURES FOR FORT CLINCE STATE PARK

Fiscal Year Count

<u>Year</u>	<u>Attendance</u>
1949-50	61,305
1950-51	58,734
1951-52	74,770
1952-53	79,655
1953-54	59,832
1954-55	53,224
1955-56	97,946
1956-57	134,044
1957-58	251,135
1958-59	288,169
1959-60	293,855

FORT CLINCH

The actual construction of Fort Clinch was started in December, 1850 (110 years ago). At the outbreak of the Civil War the Fort was neither finished nor equipped. The confederates occupied the fort which was made serviceable under the direction of Colonel Robert E. Lee who visited the fort on a number of occasions. The fort was evacuated by the Confederates in March 1862 upon approach of Federal forces. Thereafter, Amelia Island remained in possession of the Union Army until close of the war. During the Spanish American War, the fort was used but abandoned in 1926. It became part of State Park in 1935.

tributing to the economy-manufacturing and tourism. As the future of the area is anticipated, a number of possibilities arise that could contribute to greater growth, a varied economy and to the creation of a distinctive community.

Although the major industrial enterprise now relates to wood, pulp and paper there are opportunities here for other industries and endeavors seeking favorable locations. The intracoastal waterway passes the front door of Fernandina Beach but there is no inducement to stop. A small attractively developed water front park at the west extremity of Atlantic Avenue would attract passing craft that might be inclined to stop. The park should be supplemented by a marina where small craft could tie up to be serviced with fuel, oil, accessories and even provisions. Today the boats pass by!

At such a water front park the State of Florida should establish a Welcome Station where information generally could be disseminated but more particularly, information about Fernandina Beach and its resources.

The water front south of Atlantic Avenue and Rayonier has sites for prospective small industries and to the south between the main body of the city and the Air Port are large tracts of land suitable for residential development. Fernandina Beach has ample good land for real estate development.

"Old Town" should be restored as a historical monument. Just as a Restoration Commission is now giving much thought to the restoration of old historical St. Augustine, a similar commission should be established for "Old Town". This picturesque site to the north of the presently built up area, offers marvellous opportunities for restoration, some or all of which might be handled as an urban renewal project. As a part of the "Old Town" restoration, old Fort Fernando should be rebuilt. This development alone would attract thousands of people annually to the area. It is a project most worthy of early consideration.

The Egan's Creek marsh between the beach section and the mainland to the west offers excellent opportunities for water way residential development. This area, sheltered from the sea yet having the advantage of it, can become one of the outstanding enterprises in Florida. And, as a part of the development of this area, a camellia park should be included. Just as Mobile and Charleston have their azalea gardens, so Fernandina Beach can be outstanding with its camellia gardens.

All of these enterprises will make Fernandina a city of distinction and a city of more diversified economy.

FUTURE POPULATION

Fernandina Beach is not lacking in ample land space for both residential and industrial expansion. If the trend of population growth since 1930 continues, Fernandina Beach should have a population approximating 11,000 in 1970, 12,000 in 1975, and 16,000 in 1980. Such population increases will call for at least two and possibly three additional elementary schools, 25 - 30 acres of additional park and recreation area, a community meeting hall or auditorium. If a large industry comparable in size to either Container or Rayonier should enter the community, the dates of realizing these various population figures might be advanced however any planning projections should be predicated on the requirements of a population of not less than 12,000 persons.

CHAPTER III

LAND USES

"Land Use Planning is a part of the larger process of city planning. It is basically concerned with the location, intensity and the amount of land development required for the various space using functions of the city life - industry, wholesaling, business, recreation, education, housing and the religious and cultural activities of the people."

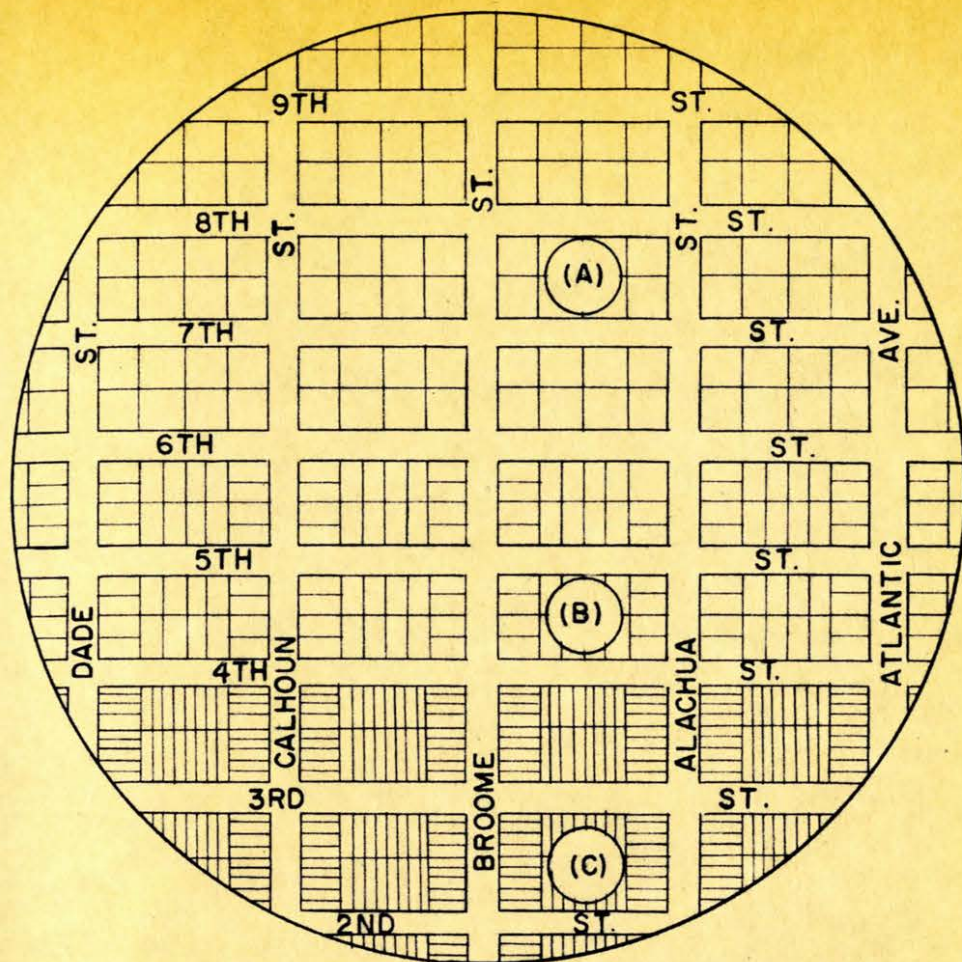
"Urban Land Use Planning" Chapin

In an earlier chapter the corporate growth of Fernandina was traced from the settlement of "Old Town" into the current area of Fernandina Beach (Figure 1). In that process of territorial expansion, lands were subdivided into lots and blocks, a street system was created and a land use pattern created. Following the practices of the period, the land was initially subdivided into a pattern of uniformly dimensioned blocks, 200 feet by 400 feet. Many of the blocks were subdivided into 8 lots, each 100 by 100 feet, others were subdivided into 16 lots, each 50 x 100 feet. (Figure 4). The resultant pattern was oriented to the river on the west, Egan marsh and ocean on the east so that Atlantic Avenue ran in an easterly direction from river to ocean. All other streets ran parallel or perpendicular to Atlantic Avenue.

Following the completion of the Base Map, a land use inventory was made in the field and the results plotted on maps both in color and in black and white symbols, which maps are filed in the office of the City Clerk. From these studies a Generalized Land Uses Map as shown in Figure 5, was prepared.

CITY PLANNING IS LAND USE PLANNING

City planning is basically land use planning - planning for the best use of the city's land. The Land Uses Map is the basis for diagnosis; it serves to understand the structure of the city. The land use pattern of Fernandina Beach is generally similar to that of most American cities. Business is concentrated in



SECTION OF
LAND PLATTING PATTERN
OF 1857

BLOCKS UNIFORMLY 200 FEET BY 400 FEET
LOTS (A) 100'X100'
(B) 50'X 100'
(C) 25'X 100'

FERNANDINA BEACH, FLORIDA

GENERALIZED

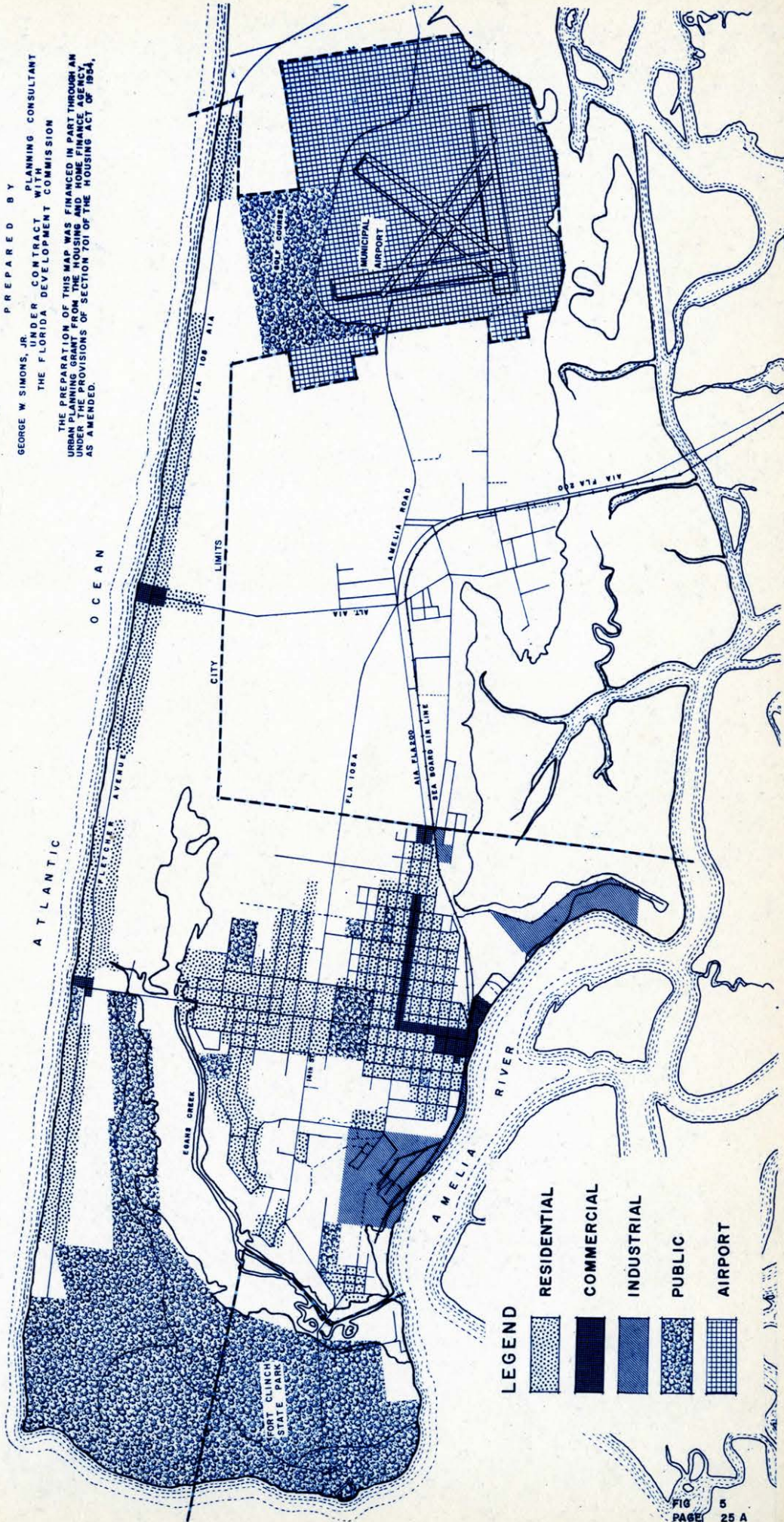
EXISTING LAND USES

COMPREHENSIVE CITY PLAN
FERNANDINA BEACH FLORIDA



PREPARED BY
GEORGE W. SIMONS, JR.
PLANNING CONSULTANT
UNDER CONTRACT WITH
THE FLORIDA DEVELOPMENT COMMISSION

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN
URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY
UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954,
AS AMENDED.



a central district and as one recedes from this district land is less intensively used. Near the railroad and the water, the industries and wholesale warehouses are found. Interspersed throughout the corporate area are such public and semi-public uses as parks, playgrounds, schools, churches and public buildings. For many years all commercial activities were confined to the relatively small central area but with territorial expansion some decentralized commercial activities have appeared.

The greatest amount of land in Fernandina Beach as elsewhere is devoted to residential or dwelling uses; the second greatest use is for street purposes. Currently, about 33 per cent of the developed land of the city is utilized for dwellings and of the land so used, 90 per cent is occupied by single family dwellings and the remainder by duplexes and apartments (Table VIII). Fernandina Beach is therefore a distinctive single family home community.

TABLE VIII
LAND USES IN FERNANDINA BEACH - 1961

<u>Classification</u>	<u>Acres</u>	<u>Percent of Developed Area</u>
Single Family Dwellings	326	29.3
Duplex Family Dwellings	29.6	2.7
Multiple Family Dwellings	8.0	0.8
<u>Total Residential</u>	<u>363.6</u>	<u>32.6</u>
Commercial	25.8*	2.4
Industrial	270.0	24.2
Public and Semi-Public	90.2	8.2
State Park, Air Port and Golf Course	1836.0	—
Streets	364.0	32.6
Vacant Area (land)	2397.2	—
Egan Marsh Area	620.0	—
Developed Area	<u>1113.6</u>	<u>—</u>
Total Corporate Area	5966.8	100.0

*Includes Motels

Strikingly, only 1113.6 acres of land within the corporate area are developed. Exclusive of the State Park, Golf Course, Air Port properties and Egan Creek marsh area, 2397 acres of land are vacant. The marsh area of some 620 acres is currently a natural barrier between the ocean and the mainland to the west on which the major portion of the city is built. Because of the short blocks throughout the initial plats and the predominance of 60 and 80 feet streets, either developed or platted, a considerable amount of land is allocated to streets - 364 acres - a portion much greater than usually found. Table IX shows how the various land uses at Fernandina Beach compare with similar uses in other comparable Florida situations and also, with the average of 33 cities throughout the United States.

TABLE IX.
LAND USE COMPARISONS IN PERCENT DEVELOPED AREA

	<u>Fernandina Beach</u>	<u>St. Augustine</u>	<u>Jax. Beach</u>	<u>33* Satellite</u>
Single Family	29.3	35.2	33.6	36.2
Duplex Family	2.7	2.8	1.2	3.3
Multiple Family	0.8	1.9	3.2	2.5
<u>Total Residential</u>	32.6	39.9	38.0	42.0
Commercial	2.4	8.8	7.2	2.5
Industrial	24.2	14.8	—	12.5
Public and Semi-Public	8.2	15.1	23.5	15.3
Streets	32.6	21.4	31.3	27.7
Developed	100.0	100.0	100.0	100.0

*Urban Land Uses - Bartholomew

The percentage of land used for residential purposes is lower at Fernandina Beach than in other cities, which is probably due to the presence of predominately small area residential lot. The percentage of land used commercially is about the same as for the average city but less than that of St. Augustine or Jacksonville Beach. In each of these latter situations many uses are found of the amusement or entertainment type catering especially to the tourists or transients. Exclusive of the State Park property the amounts of land used for

Public and Semi-Public uses is considerably less than the same was elsewhere. Industrially, the percentage of land used in Fernandina Beach is greater than in the average or even in St. Augustine.

TABLE X.

LAND USES IN ACRES PER 100 PEOPLE

	<u>Fernandina Beach</u>	<u>St. Augustine</u>	<u>Jacksonville Beach</u>	<u>33 Satellite</u>
Single Family Dwellings	4.47	3.90	3.24	3.14
Duplex Family Dwellings	0.40	0.28	0.12	0.29
Multiple Family Dwellings	<u>0.12</u>	<u>0.19</u>	<u>0.32</u>	<u>0.22</u>
<u>Total Residential</u>	5.02	4.37	3.68	3.65
Commercial	0.35	0.78	0.69	0.22
Industrial	3.72	1.30	—	1.09
Public and Semi-Public	1.23	1.32	2.25	1.33
Streets	5.00	—	3.00	2.40
Developed	15.32	—	9.62	8.69

Whereas Table IX showed the amounts of land utilized within the city for various purposes, Table X shows the relationship between the developed lands of the city and its population. On an average, there are 8.69 acres of developed land per 100 persons in predominately urban communities. In Fernandina Beach however this amounted to 15.3 acres per 100 persons - the larger value being attributable primarily to streets.

It is apparent from Table X that the amount of land used for different purposes varies little with geographical location or even with type of community. A given number of people in one place require about the same amount of space in which to live, work and do business as they do in another. Whereas, in Fernandina Beach 33 per cent of the developed land is utilized for living purposes, in St. Augustine the ratio is 40, Jacksonville Beach 38 per cent and in the 33 satellite communities the average is 42.0 per cent. The lower value at Fernandina Beach

can be attributed principally to the predominance of small lots in the older part of the city. Studies made twenty to thirty years ago in various cities and even in Fernandina Beach show that the respective amounts of land used then differs little relatively from that used for like purposes today. The major difference in Fernandina Beach is the amount of land now used industrially compared with that used for the same purpose 25 years ago.

TABLE XI.

LAND USE REQUIREMENTS FOR
DIFFERENT POPULATIONS
 (Expressed in Acres)

<u>Classification</u>	<u>Population</u>		
	<u>10,000</u>	<u>15,000</u>	<u>20,000</u>
Residential	502	753	1004
Commercial	35	52	70
Public and Semi-Public	<u>123</u>	<u>195</u>	<u>246</u>
Developed Area	660	1000	1320

THE GENERAL LAND USE PLAN

The generalized land uses map (Figure 3) shows how the varied land uses are distributed throughout the corporate area. Directed by an alert will of the people, guided by ideals and principles of planning how will a comparable pattern look in 1980?

The General Land Use Plan projects the future land use requirements for expanding growth, thereby guiding officials and developers in making decisions for the future development of the area. From the many basic studies of population and area growth, existing land uses and trends of construction and development, the General Land Use Plan was prepared to show the areas and localities most preferable for the future dwellings, parks and recreation facilities, schools, shopping sites, industries and other uses. It is not a diagram of specific projects but rather a general pattern of how growth and development should be directed to produce the kind of city the people would like to see in the future.

Table VIII shows the quantitative distribution of land uses within the corporate area as of 1960: 364 acres were utilized by dwellings, 26 acres by business enterprises, 90 by public and semi-public uses. Table X, on the other hand, reflects the consumption of land in terms of acres per 100 persons - a valid standard in projecting the respective land use requirements of the future. Table XI shows the amount of land that will be needed to accommodate the increased population and provide the varied uses to serve them. For every 1000 of population increase that Fernandina Beach experiences 280 new dwelling units will be required, 23 new service establishments and 15 class rooms.

The generalized existing uses map (Figure 5) reflecting many years of growth shows how various use areas are located. The study of more recent years reveals how the trends and patterns of the past have been extended. Although the beach

area is developing residentially there are portions of it that will be limited to commercial uses and motels. East of 14th Street residential uses will continue especially in those rolling lands north of Atlantic Avenue which are most desirable.

The Egan Creek marsh area as stated before should ultimately become a select residential area, developed with its waterways, islands and peninsular portions. This will not be an easy simple development but when once under way it will attract many prospective residents into Fernandina Beach.

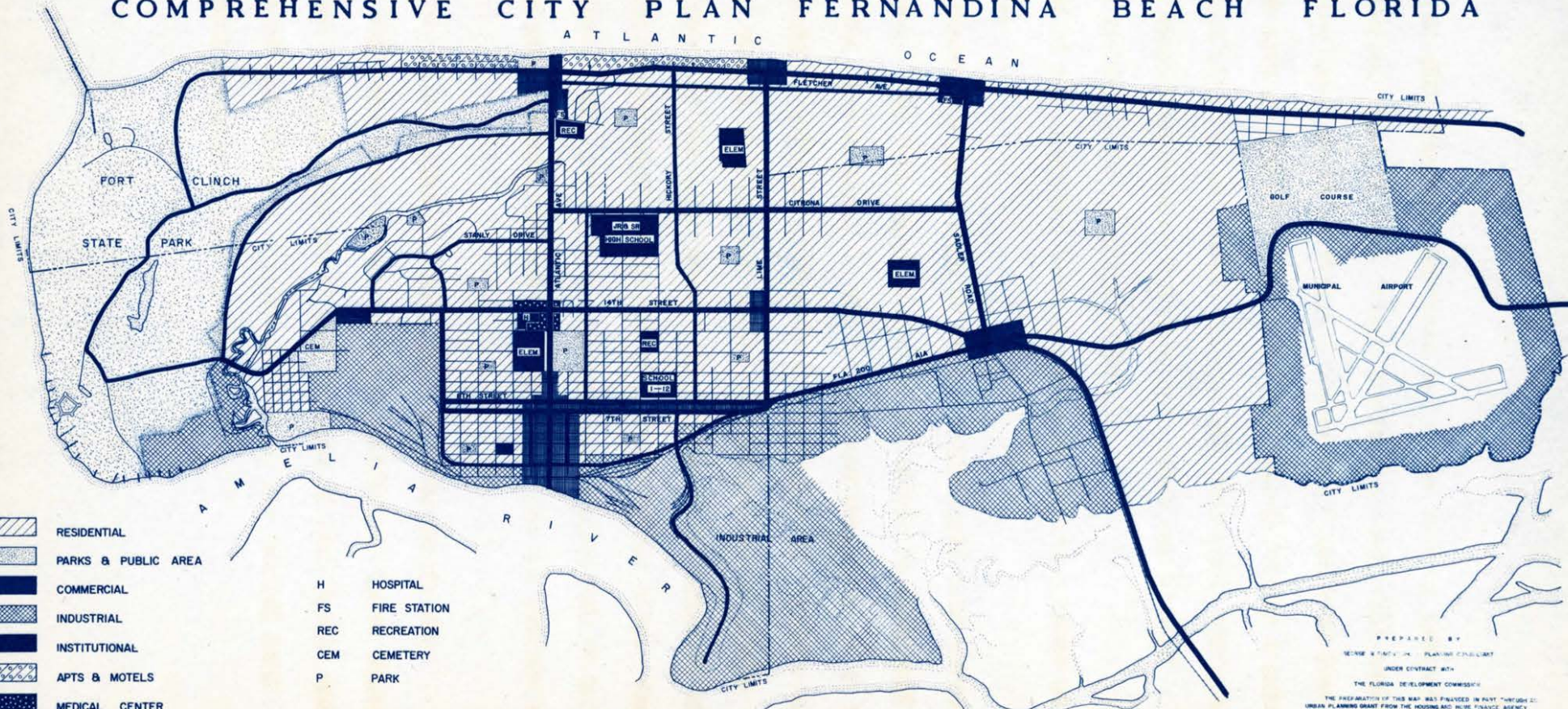
The industrial areas of the city have been established, giving a trend to the pattern of the future.

To the south Lime Street is a large area of vacant undeveloped land suitable for residential development. How this large area will ultimately be developed is of primary concern to the city because, to all intents and purposes, it is a part of the city. It should be utilized preferably for residential purposes so obviously its development should be carefully guided and controlled to secure the best over all development of the urban area. This suggests the adoption of subdivision regulations by Nassau County identical with those of the city. Because this area may become a part of the city, its developers should subdivide it in a way to produce a pleasing neighborhood pattern that will fit into the pattern of the city.

When Fernandina Beach has a population twice that of today nearly 300 additional acres of land will have been developed residentially, at least twice the average of today. Most of this development will be east of 14th Street and in the vacant areas south of Lime Street. Figure 6 shows the General Land Use Plan - how the city will probably appear in 1980!

COMPREHENSIVE CITY PLAN FERNANDINA BEACH FLORIDA

ATLANTIC OCEAN



- RESIDENTIAL
- PARKS & PUBLIC AREA
- COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL
- APTS & MOTELS
- MEDICAL CENTER

- H HOSPITAL
- FS FIRE STATION
- REC RECREATION
- CEM CEMETERY
- P PARK

LAND USE PLAN

PREPARED BY
 GEORGE W. FORTSON, JR., PLANNING CONSULTANT
 UNDER CONTRACT WITH
 THE FLORIDA DEVELOPMENT COMMISSION
 THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH A
 FEDERAL PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY
 UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1934, AS
 AMENDED.

600' 0' 600' 0' 600' 0'



CHAPTER IV

MAJOR STREET PLAN

The Street System of the community is a basic component of the Land Use Plan. In American cities about 30 per cent of the developed land area is utilized by streets; in Fernandina Beach the percentage approximates 35 per cent. As channels of traffic flow and circulation, streets expedite the movement of persons and goods into and through the city and between its various parts. By connections with County, State and Federal Highways the city is accessible to all parts of the county, region and nation.

Major streets are distinctive parts of the street system because of their locations within the urban area and because of the volumes of traffic that are directed to and through them. Major streets also constitute boundaries of neighborhoods where practicable and reasonable.

When most street systems came into being, man was not yet a slave to the automobile. His primary concern was a roadway of reasonable durability and smoothness on which his animal and buggy could ride easily, safely and comfortably. As a result, many of the originally platted streets in cities of America are not wide enough for this automotive age.

EXISTING STREET SYSTEM

The existing street pattern of Fernandina Beach is basically rectilinear. Only in the rolling area north of Atlantic Avenue and in the Pirate's Cove section are there deviations from the rectilinear. Street widths are generally sixty (60) feet with an exception on Atlantic Avenue which is eighty (80) feet wide.

Because of its location at the northern extremity of Amelia Island, only two principal highways feed into and serve the urban area, A-1-A from the west and also from Fort George Island, Mayport and Jacksonville Beach on the south. (Figure 3). Traffic entering the area via either leg of A-1-A can proceed along

8th Street to the center of the city or proceed to 14th Street and thence northerly into the city and to the north part of the peninsula. Another highway extends to the beach. Thus at the entrance of the urban area the traffic flow can currently be directed into three distinct streams, the relative magnitudes of which are apparent from Figure 7. These data were supplied by the Traffic and Planning Department of the State Road Department.

Eighth Street is the principal entrance to the city from the south; the main east and west artery and traffic distribution is Atlantic Avenue between the river and the ocean.

Within the past decade 14th Street has grown in importance, serving those portions of the city north of Atlantic Avenue to Fort Clinch. On the beach, Fletcher Avenue is the principal artery serving the area. These few streets are currently the most heavily travelled in the area. Fortunately, such streets as Ash, Alachua, Broome and Beach and 2nd Street to 8th inclusive are all good streets supplementary to Atlantic Avenue and Eighth Street, in distributing the traffic flow into and around the central business district.

THE MAJOR STREET PLAN

Not all streets in a street system are of equal importance as one can readily see by observing traffic flows. Drivers as creatures of habit are inclined to follow the same channels day in and day out, even with empty unused streets a block away. This habit of drivers imposes an importance to streets. By far the greatest mileage of streets consists of those affording access to residential properties primarily.

Streets entering the city from the outside are of primary importance; most of them are radial in character from which traffic flows branch off. Their location and utility value may ultimately require greater widths of roadway and right of way because of growth.

TRAFFIC FLOW DIAGRAM 24 HOUR ANNUAL AVERAGE 1959

(From records Florida State Road Department,
Traffic and Planning Division)

Scale: 1 inch = 800 automobiles

COMPREHENSIVE CITY PLAN FERNANDINA BEACH FLORIDA

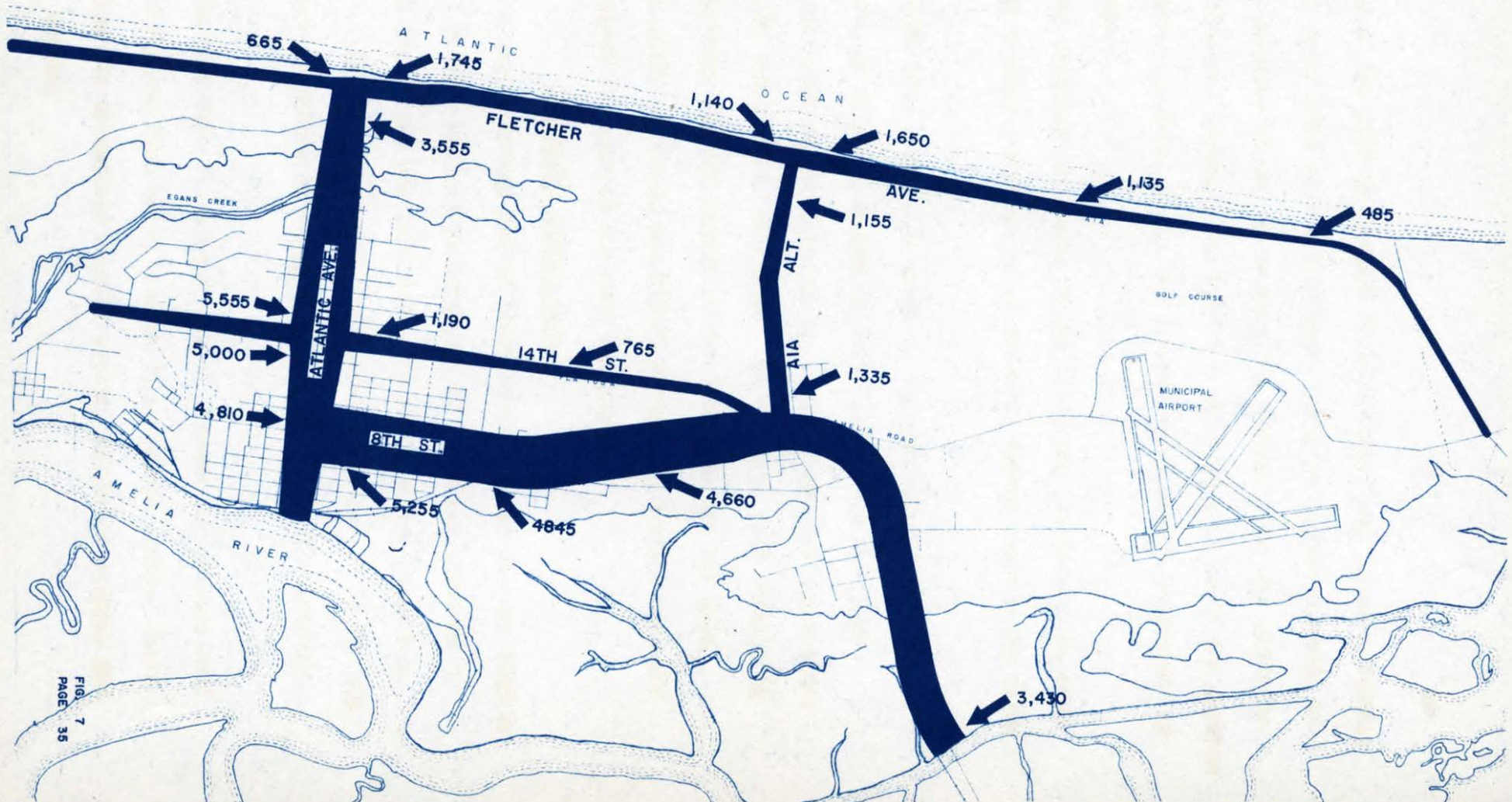


1000 0 1000 2000 3000 4000 5000 6000 7000
SCALE IN FEET

PREPARED BY

GEORGE W. SIMONS, JR. PLANNING CONSULTANT
UNDER CONTRACT WITH
THE FLORIDA DEVELOPMENT COMMISSION

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN
URBAN PLANNING GRANT FROM THE HOUSING AND HOME FINANCE AGENCY,
UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954,
AS AMENDED.



There are other streets of major significance which connect parts of the city. Atlantic Avenue is one of these. It not only affords direct connection from downtown to the beach but it is a collector and distributor of traffic into other sections of the city. Fourteenth Street is especially noteworthy as a collector and distributor.

In its design, the Major Street System must observe certain fundamentals. The capacities of the various segments must be adequate to serve the tributary automotive traffic of today and the future. And, secondly, so far as is practicable, major streets should surround residential neighborhoods, serving as their boundaries.

TABLE XII.

MOTOR VEHICLE REGISTRATIONS

	<u>Florida</u>		<u>Nassau County</u>	
	<u>Registrations</u>	<u>Persons Per Car</u>	<u>Registrations</u>	<u>Persons Per Car</u>
1930	359,525	4.1	1,566	6.0
1935	402,134	---	1,240	---
1940	579,495	2.9	2,003	5.4
1945	576,675*	---	2,157	---
1950	1,117,105	2.5	3,446	3.7
1955	1,800,969	---	5,542	---
1960	2,703,881	1.84	7,425	2.3

*Reduction, 1940-45 due to war time restrictions, gas rationing, etc.

Table XII shows the increase in automobile registrations in Florida and Nassau County since 1930. Registrations in Florida increased nearly eight times to 1960 and in Nassau County, nearly five times but more significantly, in 1930 there were 4.1 and 6.0 persons per registered automobile in Florida and Nassau County, respectively, but in 1960 there were 1.84 and 2.3 persons, respectively. The automobile population has increased at a faster rate than people since 1930. Whereas, there were 7,425 vehicles registered in Nassau County in 1960, there will be at least 14,000 registered in 1980.

REQUIREMENTS OF SYSTEM

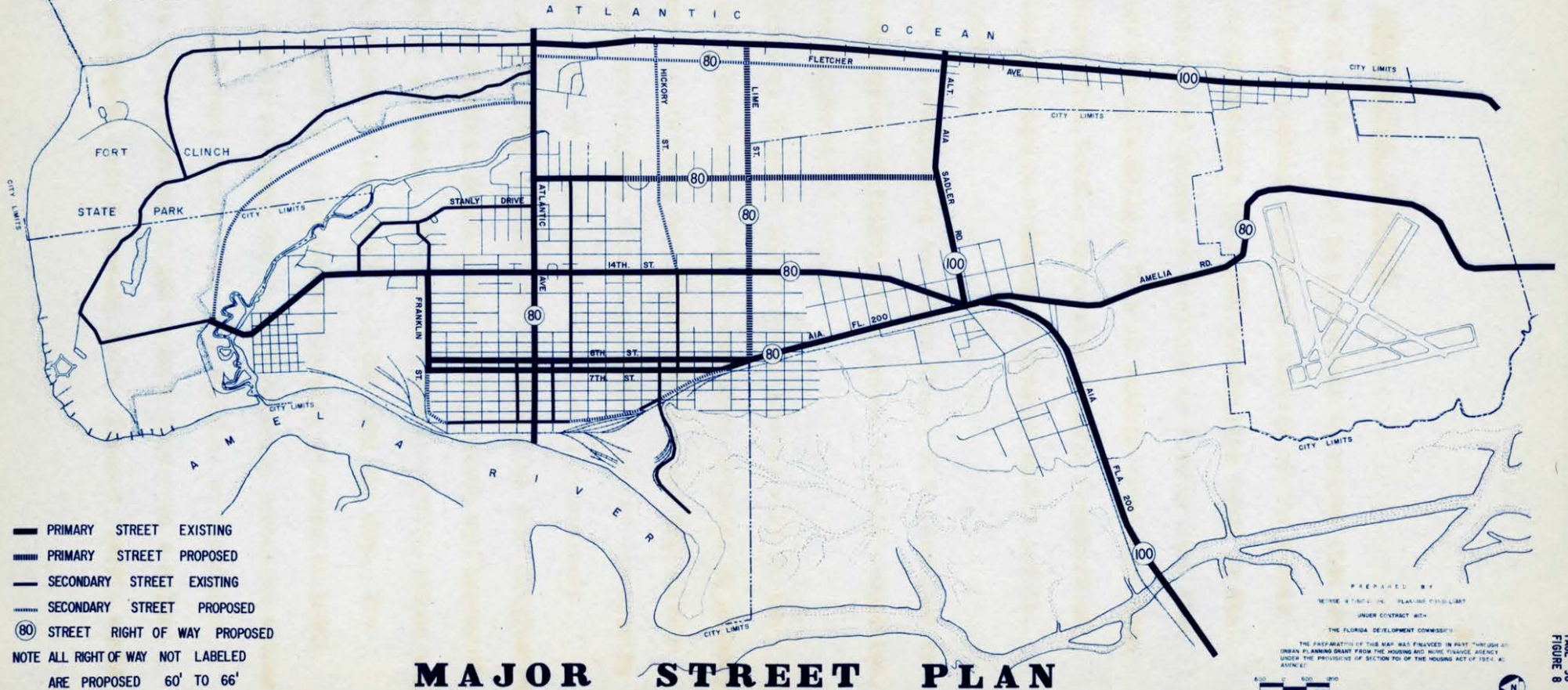
From the trend reflected in Table XII it is reasonable to assume that when the population of Fernandina Beach reaches 16,000 the capacity of the street system should be sufficient to accommodate the 7,000 automobiles owned by the resident population plus a substantial number of visiting or foreign cars that will be circulating throughout the city daily. This is several times more than the number now resident in Fernandina Beach. To provide a major framework of adequate capacity will doubtlessly require roadways of greater widths and in some instances right of way widening.

Figure 8 shows the streets constituting the Major Street Plan, designed to expedite the movement and distribution of traffic in a manner to avoid congestion, break bottlenecks and preserve neighborhood integrity.

Eighth and Fourteenth Streets, Atlantic and Fletcher Avenues will be the main supporting members of the framework, acting as heavy duty arteries of primary value. Currently Eighth Street is carrying some 5,000 vehicles per day; within ten years its load will approximate 10,000. Fourteenth Street is not too heavily loaded today but as the lands north of Atlantic Avenue are more intensively developed, the traffic load originating in this northern area plus that originating in the tributary areas south of Atlantic Avenue, the traffic volume on Fourteenth Street will approximate 5,000 in a decade. The Atlantic Avenue traffic volume will increase very substantially, approximating 10,000 - 12,000 cars per day. The amount of resident traffic originating in the beach area will increase at least a half over the present but it will be augmented by an increasing transient volume.

To ultimately widen Eighth Street through the city would be an expensive undertaking. In lieu of this it is proposed to add Seventh Street as a major street and convert Seventh and Eighth into a one-way pair. Inbound traffic would

COMPREHENSIVE CITY PLAN FERNANDINA BEACH FLORIDA



follow Eighth Street and outbound, Seventh Street. South of the beginning of the one-way pair, Eighth Street should have an eighty foot right of way and to accomplish this set back lines should be established now in anticipation of future widening. Setback lines will enable the city to restrict development within street margins needed for widening. (Page 40).

Fourteenth Street should ultimately have an eighty foot right of way from north to south to permit an adequate roadway when required for the increased traffic volume. Set back lines should be established along this street also. Again it is emphasized that Fourteenth Street will become increasingly important over the years. When many of the vacant areas to the east have been improved and developed, Fourteenth Street will become the most important street serving the area between Egan Creek and down town.

Fletcher Avenue today has varying right of way widths. It should be standardized at a minimum of eighty feet. In such a right of way, four twelve foot moving lanes and two eight foot parking lanes could be provided which would be adequate for many years.

Second Street with extensions is indicated on the Major Street Plan as a street to serve the waterfront, railroad and other industries in the waterfront area. It will preclude the necessity of much heavy duty traffic from other interior streets.

The other streets comprising elements in the Major Street Plan are connectors between primary arteries or elements of the circumferential systems. Alachua, Fourth and Ash constitute an inner circumferential route. The right of way widths of these various streets need not exceed sixty feet.

In anticipation of continued growth east of 14th Street, Citrona Street is projected as a secondary collector to distribute traffic volumes destined to

PLANNING FOR MAJOR STREETS

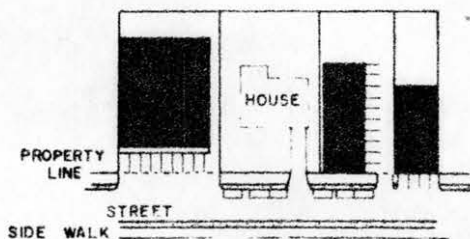
UNPLANNED

MAJOR STREETS TOO OFTEN EVOLVE WITH NO FORETHOUGHT. EXISTING 50 OR 60 FOOT STREETS DEVELOP INCREASING TRAFFIC VOLUMES ALONG WITH NORMAL GROWTH OF THE COMMUNITY. PROGRAMS FOR STREET WIDENING REQUIRE THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY, AND OCCASIONALLY THE CONDEMNATION OF ABUTTING STRUCTURES. WITHOUT PLANNING, STREET WIDENING MAY REQUIRE REMOVAL OF STORE FRONTS, ELIMINATION OF PARKING, AND COSTLY RIGHT-OF-WAY ACQUISITION.

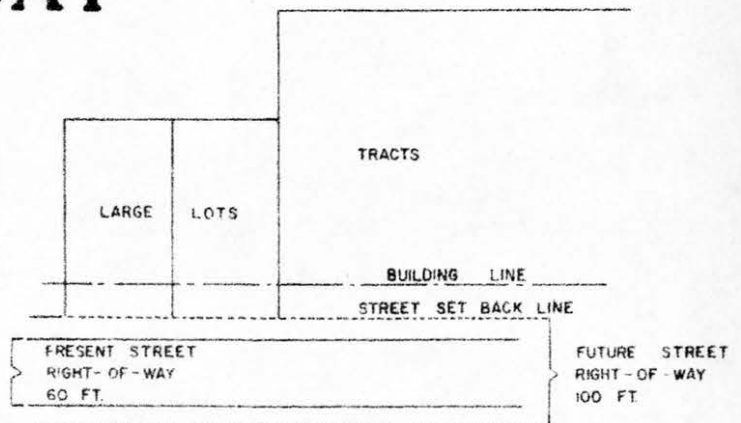
PLANNED

WHERE MAJOR STREETS ARE PLANNED, STREET SET BACK LINES SHOULD BE ESTABLISHED FOR FUTURE ACQUISITION OF RIGHT-OF-WAY. FURTHER, THE BUILDING LINE OFTEN SHOULD BE ESTABLISHED WITH AN ADDITIONAL SET BACK FROM THE FUTURE RIGHT-OF-WAY LINE. THIS WILL FACILITATE OFF-STREET PARKING AND FUTURE ADAPTATIONS ENABLING A FREE FLOW OF TRAFFIC. LARGE BUILDING LOTS ARE REQUIRED FOR MODERN COMMERCIAL SPACE REQUIREMENTS.

TODAY

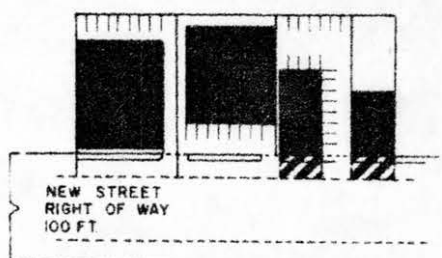


A. WITHOUT BUILDING SET BACKS

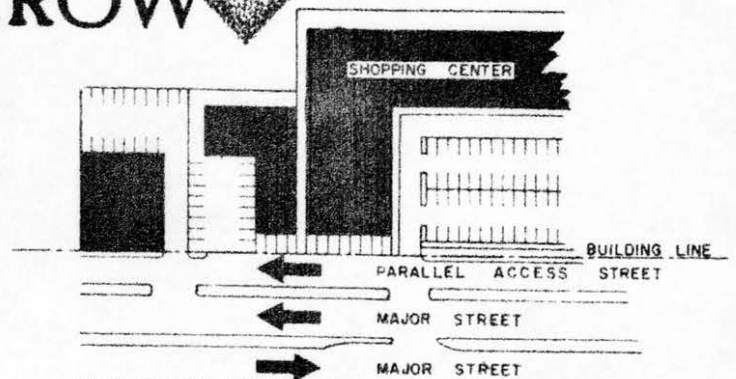


C. WITH PLANNING FOR THE FUTURE

TOMORROW



B. FUTURE STREET WIDENING COSTLY, TAKING OF BUILDINGS REQUIRED, PARKING SPACES ELIMINATED



D. FUTURE STREET WIDENING COSTS ARE MINIMIZED, AND SUFFICIENT RIGHT-OF-WAY IS AVAILABLE FOR EFFICIENT MOVEMENT OF TRAFFIC

points east of Egan's Creek. Subsequently, when the Egan Marsh is developed into islands and lagoons additional streets and bridges may be necessary to connect with the mainland.

Streets are primarily for the movement of and not parking of automobiles. This is especially true on major streets. Parking may be permissible at first and for some time in the future but in anticipation of that time where parking must be eliminated access entrances and streets should be planned for future commercial centers. Such access facilities (Page 42) will serve to expedite movement in the main channel and promote safety.

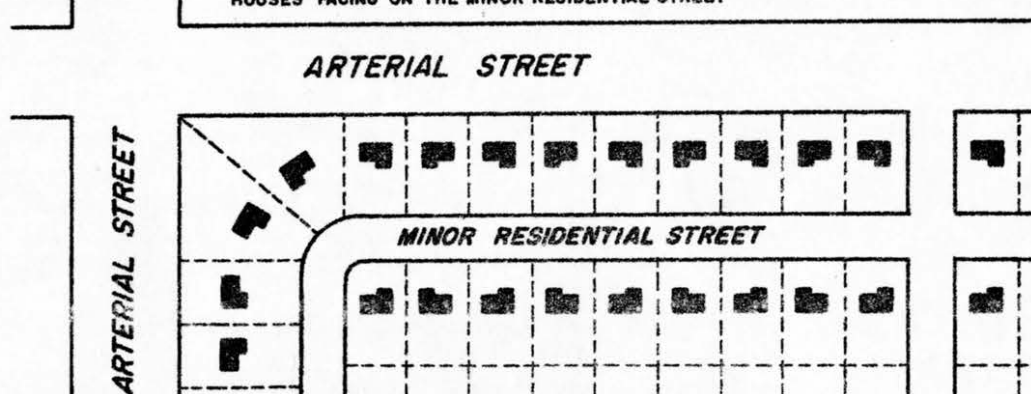
Figure 9 shows typical street cross sections.

SUGGESTED TREATMENT ALONG ARTERIAL STREETS IN SUBDIVISIONS AND COMMERCIAL AREAS

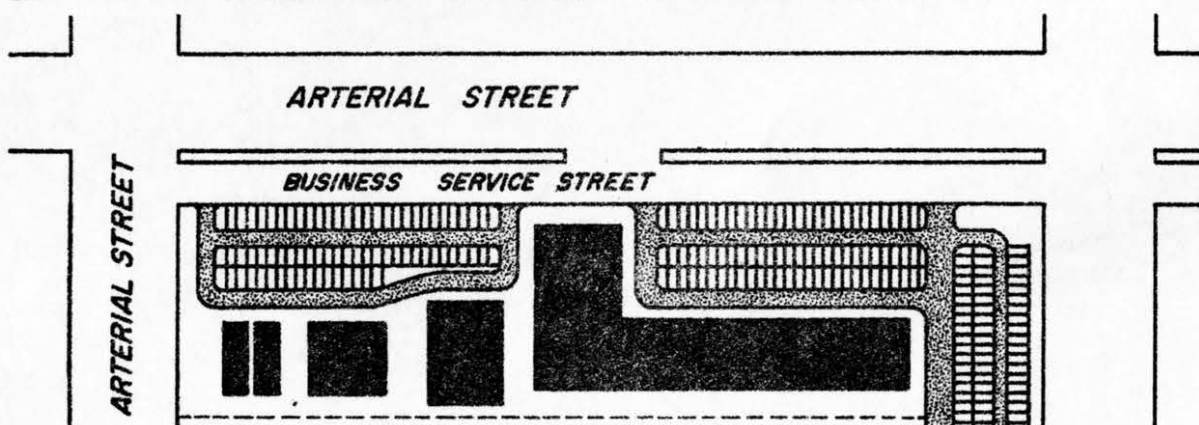
Page 42

EXAMPLE "A"—RESIDENTIAL AREAS WITH REVERSED FRONTAGE

HOUSES FACING ON THE MINOR RESIDENTIAL STREET



EXAMPLE "B"—COMMERCIAL AREAS WITH PARALLEL SERVICE STREET



EXAMPLE "C"—RESIDENTIAL AREAS WITH RESIDENTIAL SERVICE STREETS PARALLEL TO ARTERIAL STREETS OR INTERSECTING ARTERIAL STREETS

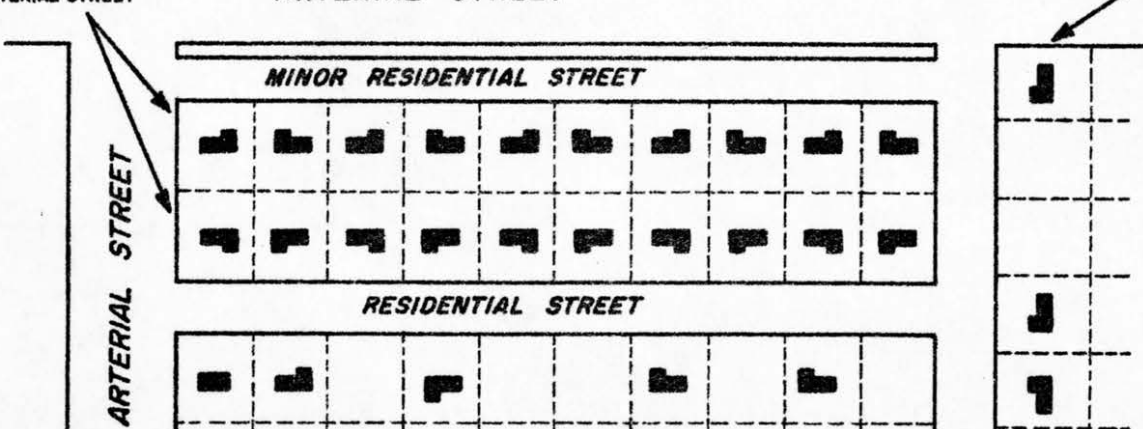
NOTE: SIDE YARD FACING
ARTERIAL STREET

ARTERIAL STREET

MINOR RESIDENTIAL STREET

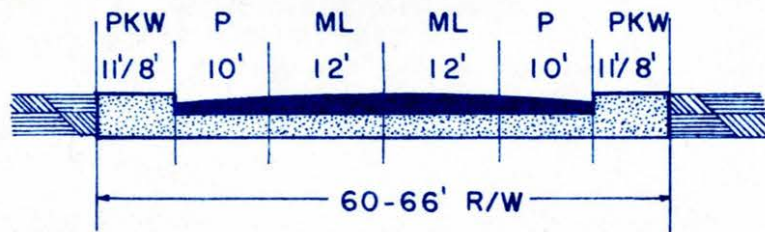
RESIDENTIAL STREET

NOTE: SIDE YARD FACING
ARTERIAL STREET

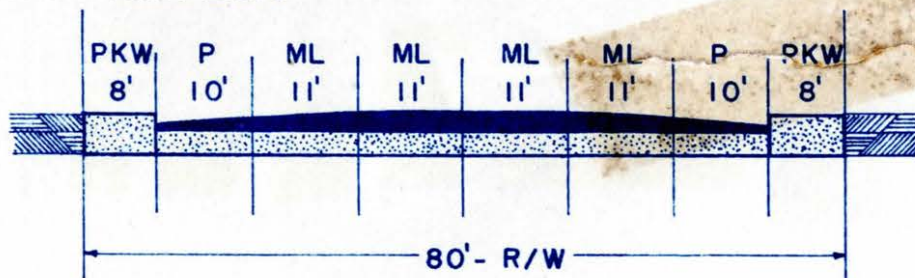


SUGGESTED TYPICAL STREET CROSS-SECTIONS FOR FERNANDINA BEACH, FLORIDA

60' TO 66' SECONDARY ARTERY



80' PRIMARY ARTERY



LEGEND

- PKW - PARKWAY AND SIDEWALK
- P - PARKING
- ML - MOVING LANE